

RIDE IN AN "L" CAB.

Experience of an "Evening World" Reporter on a Tilting Motor.

Headlight Views from South Ferry to the Harlem River.

How New Yorkers Are Guarded from Accident During Transit in the Air.

A trip over the Elevated Railroad from South Ferry to One Hundred and Fifty-fifth street in the cab of one of the puffly little locomotives affords an interesting and exhilarating experience and a decided novelty.



WATCHING FROM THE MOTOR'S CAB.

There are many things to observe which the ordinary traveler by Gotham's rapid transit routes never has an opportunity to see, even if he suspects their existence, for the little windows of the broad expanses of streets and avenues and limit it entirely to interminable rows of unromantic brick buildings and equally uninteresting second and third story windows.

An occasional opening in the uptown blocks, it is true, enables one to catch glimpses of the Park and what remains of the old-time shanty settlements in the flatland districts, as the train flies along, but the scenery, as a rule, from such a point of view, is sadly lacking in suggestiveness or interest to the average patron of the Elevated roads.

If one has the advantage, however, of an observatory in the cab of the locomotive, it is very different. Instead of creeping along between the red brick walls he seems to be flying along upon the rails like a race-horse upon the course.

He can see just where he is going, and when a long stretch looms up ahead, the end of which is lost in the distance, with perhaps several broad-rail grades between himself and the point where the tracks fade into invisibility, he finds himself at the end of the stretch before he knows it, always lacking around some sharp curve fifty feet or so above the street, the locomotive tilting over in an alarming manner and every moment seemingly about to topple over upon the granite pavements below.

It is not every one who can obtain the privilege of enjoying such a trip. In fact, it is distinctly against the rules of the Company to allow any passengers in the cab, unless they are the high officials of the road and are performing the regular duties of inspection.

It is dangerous to have any one aboard who may distract the attention of the man at the throttle-valve, for he occupies a most responsible position and has the lives of hundreds of people in his hands.

Through the courtesy, however, of Col. F. K. Hahn, the General Manager of the road, permission was obtained by a reporter of THE EVENING WORLD, to make a trip over the Sixth Avenue line, with one of the puffly little locomotives.

Sup. W. W. Thompson, who is foreman of engineers and engine-dispatcher at the big yards at One Hundred and Fifty-fifth street, consented to look after THE EVENING WORLD delegation. He proved to be a perfect mine of information, which he imparted with the utmost cheerfulness.

The time chosen for the trip was 4 o'clock P. M., when the travel on the Sixth Avenue line begins to be heavy. The engineer was George Ford.

After packing the party into the cab there was very little room left. The quarters were also unpleasantly warm, although the air outside was sharp and cutting, and the side windows were opened.

Then the bell was rung by the conductor and the train started out from the station and wound in and out among the barked trees of Battery Park until it got fairly on its way up Greenwich street to the Rector street station.

Here there was a big crowd waiting on the platform, which must have nearly filled the five cars which came up from South Ferry nearly empty.

It is a busy place, for during the hour hours trains must be despatched so rapidly that they are handled at South Ferry, and a certain proportion of them switch off at Rector street and start down again without going to the Battery. The same thing is done at Chambers street during the rush hours, because trains stop at Rector and Cortlandt streets and Park place are so jammed with passengers that the people who go to the other station never have a chance to get aboard.



A TRACK SWEEPER.

During commission hours the Ninth Avenue train runs right through to One Hundred and Thirty-fifth street, but during the light hours of travel they do not go beyond Fifty-fifth street, while the Sixth Avenue trains invariably stop at all stations.

Within the last two years the Company has constructed a middle track for the larger part of the distance between Fifty-fifth and One Hundred and Tenth streets, which is indispensable in the way of an express service.

Whenever the weather is foggy and thick, a series of signals at short intervals along the route is brought into regulation. These signals are so constructed that each succeeding train records the distance which separates it from that which follows.

About the middle of the morning, the Ninth Avenue train which is between the One Hundred and Forty-fifth street station, where the extensive yards for repair shops of the west side begin to complicate matters, especially after the commission hours are over.

At One Hundred and Forty-fifth street the yard begins to fill up at 9 o'clock in the morning, and by 11 o'clock all the tracks are crowded. The yard will hold from twenty-five to thirty trains in five cars, and the cars are distributed at intervals of half an hour during the remainder of the forenoon and early part of the afternoon, but about three o'clock they are again brought out and distributed at the various terminal points along the route, so as to be in readiness for the evening rush hours.

The locomotives are all sent to the yards at One Hundred and Fifty-fifth street, where a careful inspection of each motor is made after each trip to be certain that the machinery is in perfect order. Several motors are always kept in reserve at both ends of the route, in readiness to be despatched at once.

trying to make it up until the uptown levels are reached.

The engine and the car used on the road are the same as those used on the elevated, but the Baldwin motors are being built, which are expected to do heavier work. The average weight of an elevated railway motor is from twenty to twenty-four tons.

Good time was made on the down grade along West Broadway, but when the train reached Block street it was a minute and a half behind time, because of the long stop made at the intermediate stations to take on the crowds of passengers.

"We will have to make this up," remarked Engineer Ford, "up above."

The third street car is one of the sharpest on the route, because the street is a narrow one and the corner building could not be touched. It swings around to the east side of West Broadway, and the cars tilt over so far that they seem almost on the point of losing their balance. There is just a glimpse of Washington Park as the train swings around the curve, but in the time the engineers can see the green trees all the way up from Grand street.

One of the heaviest traffic stations uptown is at Forty-fifth street, and the third street car is another. There are big crowds at both of them as the train drew up, and the engineer brought it to a full halt with the steam brake when the engine was directly opposite the little signpost bearing the word "Stop," just north of the platform.

Mr. Thompson explained that these signs were necessary, in order to enable the engineers to bring all the cars to a full stop within the range of the short station platforms at the old stations. In the new stations at Eighteenth and Twenty-eighth streets the platforms were so long that this precaution was not necessary.

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once to any point along the line where an accident may occur.

Once every month each motor goes to the repair shop where it is thoroughly overhauled, the boilers cleaned out and every portion of the machinery carefully examined.



CONNECTING THE TRAIN AND MOTOR.

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FRESH BITS OF CITY NEWS.

The Minor Incidents and Accidents of Metropolitan Life.

Terse Chronicles of a Day's Haps and Mishaps About Town.

May Graduate an Expert Thief.

Thirteen-year-old Louis Miller, of 841 Fifth Avenue, was committed to the Juvenile Asylum this morning. His father is a janitor, who also has charge of 841 West Twenty-eighth street, where only men live. Little Louis was charged with stealing \$100 from John Wallace's room.

Thrown from His Carriage. Badly Hurt.

William H. Thomas, twenty-three years old, of 72 West Twenty-third street, was thrown from his carriage this morning while driving in the city. He received a skull fracture and internal injuries. He was taken home.

Boys Rescued from Floating Ice.

James Donovan and Joseph Sherrin, boys thirteen and fourteen years old, were rescued from a cake of floating ice in the North river yesterday by Captain W. T. Sherrin, of the Albatross. The boys were taken away from the ice while they were playing on it.

Death Again Robs "The Finest."

Frederick Patrick, Dr. Drexler, of 104 East 10th street, died at his home, 150 Franklin street, this morning.

Boston Claims Her Greyhound.

Inspector Gurnea, of Boston, called at the Boston Market Court this morning with registration papers for the alleged greyhound, William Clark, alias Carroll, alias Keating, alias Kelly, and Cratty was turned over to his custody.

How the Other Half Lives.

Elizabeth Hollister and her four children—George, five years old; Fred, three; Mame, two, and Harry, five weeks—who were found destitute in a rear tenement at 50 Mott street, yesterday, were this morning taken in charge by the Society for the Prevention of Pauperism, and taken to the orphan asylum.

Edison Building Strike Still On.

Two men were found at work in the new Edison Telephone Building this morning, but the strike is still on, and practically everything is at a standstill.

Famously Gets His Old Place.

Chief Clerk Michael F. Daly, of the City Court, today, re-appointed Deputy Sheriff Sampson Hamberger, of the Twenty-third District, Assistant Clerk in place of John A. Wren, who was a clerkship in the County Clerk's office.

To Hurry Up the Broadway Cable.

It was announced this morning that the Metropolitan Traction Company would begin the construction of the cable line between the Battery and the City Hall, as expected, the work will begin at Fifty-ninth street.

Paid Dearly for His Room.

Charles Johnson, a porter living at 88 East One Hundred and Twenty-fifth street, was paid \$125 this morning, charged with stealing \$125 in cash and five railroad mileage books worth \$175 from John O'Neil, a commercial traveler, who hired a furnished room in Johnson's flat.

Caught in the Post-Office Mail.

Forty-year-old Archie Watt, of 44 Governor street, and William Wagner, twelve years old, of 388 Monroe street, were caught in a mail at 10 o'clock this morning on the latter's way to the Post-Office building.

Horse Owner Caught the Horse Thief.

Justice White today held George Fields for trial for stealing a horse and wagon which Smith Price left standing on East Fifty-fifth street. Price caught \$110 himself.

L'Amite's Great Mask Ball.

Members of the Societe Francaise L'Amite are exultant over the success of their annual masquerade ball, which was held at the Lexington Avenue Opera-House last night. Adam Brenner, Chairman of the Fair Committee, led the grand march with the prettiest mask on the floor at just 10.30.

Bigamy for Revenue Only.

Carl Hecking, alias Augustus Bolling, who advertised for a wife and married two German domestics in this city and another in Jersey City, getting from each \$200 to \$300, was sentenced this morning by Judge Smith to four years in the State prison upon his plea of guilty of bigamy.

The City to Be Colder To-Night.

The local weather Bureau says New York will be colder to-night, and may have a light snow.

Emmons Goes to Sing Sing for Life.

Edward Emmons, who was convicted last night of murder in the second degree for the killing of Mrs. Kate Owens at Richmond, was taken to Sing Sing this morning. He was a civil engineer and Deputy S. R. Robert Brown, Jr., of Staten Island. Emmons said a reporter that he did not want a new trial.

FROM THE WORLD OF LABOR.

T. W. Powderly will address a mass-meeting of the workmen of Baltimore on Jan. 22.

The Farmers' Union will discuss several amendments to the constitution at the quarterly meeting on Sunday.

Thomas, Thirty-eighth street, and Eleventh Avenue, has recognized the National Carriage and Wagon Association.

The Union Veneer and Polishers' Union has recognized its officers. The membership is increasing.

The Woodcarvers' Union, whose general office is at 301 Fifth street, at present, has increased its membership up to 100,000.

We officers will be held by the German Carriage and Wagon Association to-morrow evening at 201 4th street.

The painters of New Orleans have signed their contract for a new year and also have elected their officers.

Another adjournment took place this morning in the case against the journeymen bakers who are charged with conspiracy by Rose Bernard Edelman.

About thirty members of the Custom Dressmakers' Union met at the 10th of B. on Saturday, 96 Ridge street, because their names had been dropped from the roll.

Doctrines and principles, as preached by agitators, are regarded as capitalistic; there is but one thing to make them from the ground that one day the workmen of the world will be united.

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Fortune Lodge 120, of the Locomotion Fraternity, has elected its officers for the coming year.

The Union of the United States has elected its officers for the coming year.

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ANOTHER ARGENTINE REVOLT.

Large Forces of Rebels in the Provinces of Entre Rios.

BY CABLE TO THE PRESS ASSOCIATION. LONDON, Jan. 16.—Despatches from Buenos Ayres report a rebellious outbreak in the province of Entre Rios.